

SELF-HAUL

Transfer Plan Review Workshop 1

July 26, 2013



Department of Natural Resources and Parks

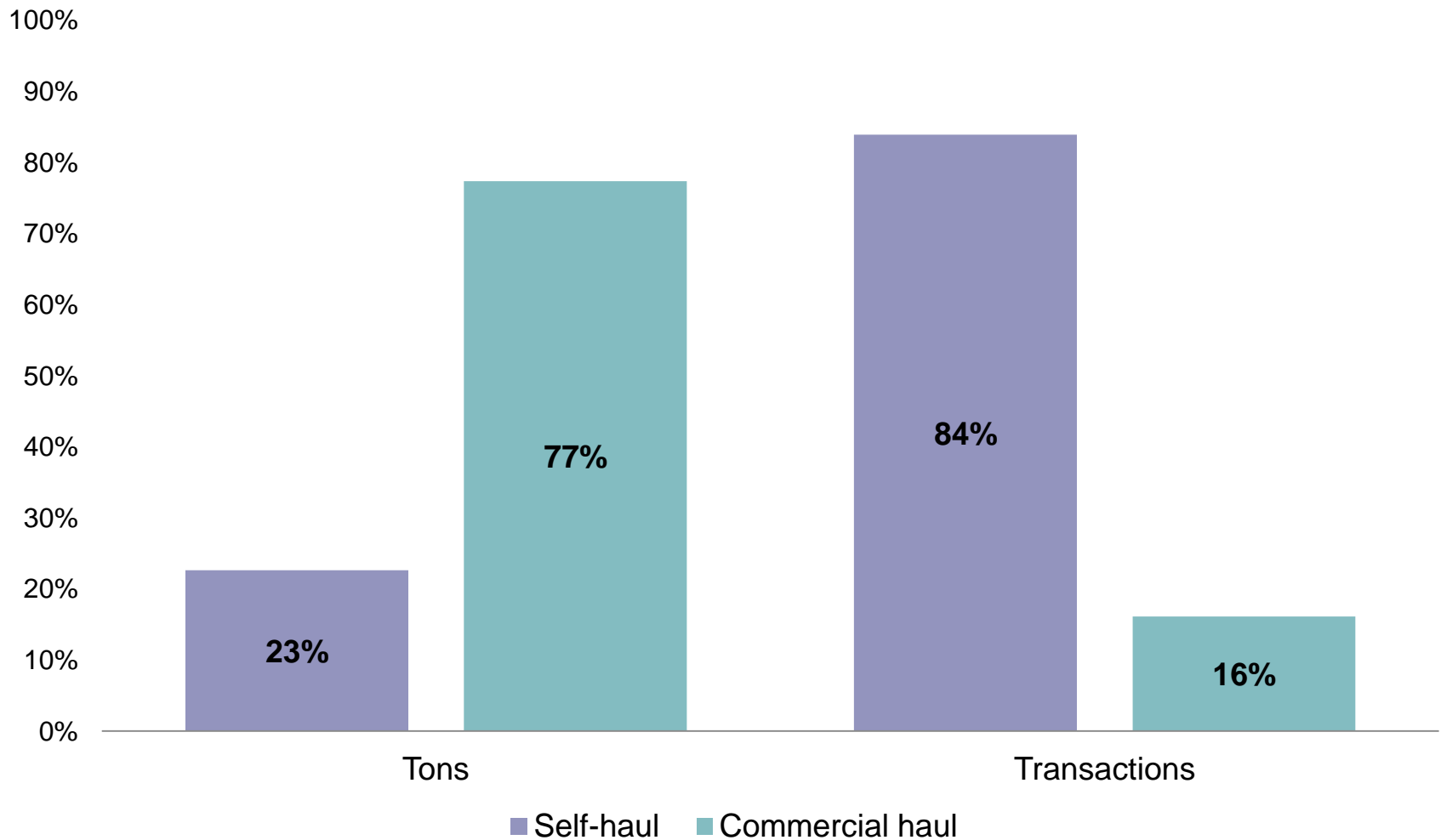
Solid Waste Division

What is a self-hauler?

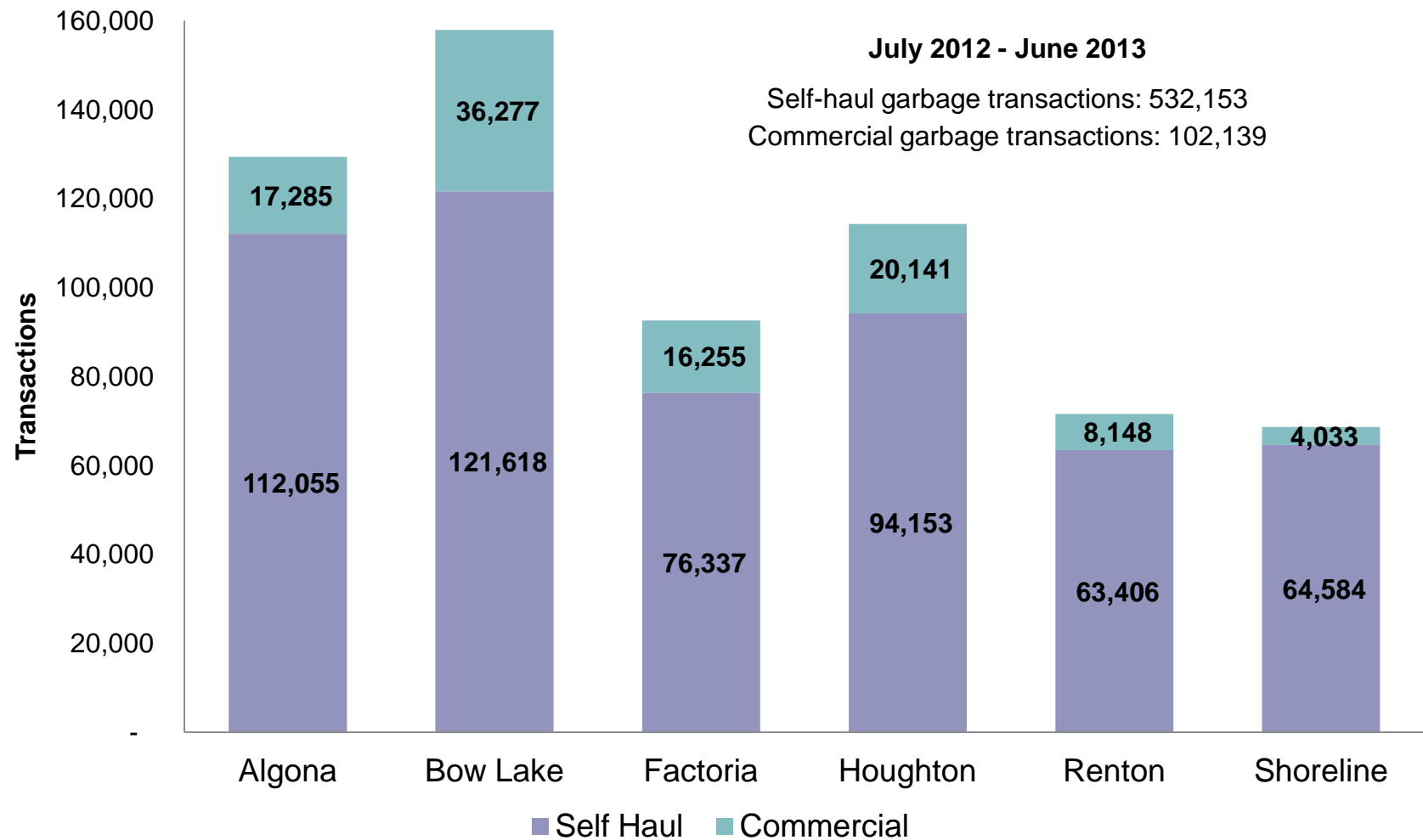
The transfer stations serve two primary types of customers

- Commercial haulers:
Contract, franchise and municipal haulers that collect garbage, organics and recyclables from single- and multi-family residents, as well as businesses, hospitals, etc.
- Self-haulers:
Residents or businesses such as landscapers and small contractors, independent haulers for hire, schools, and government agencies

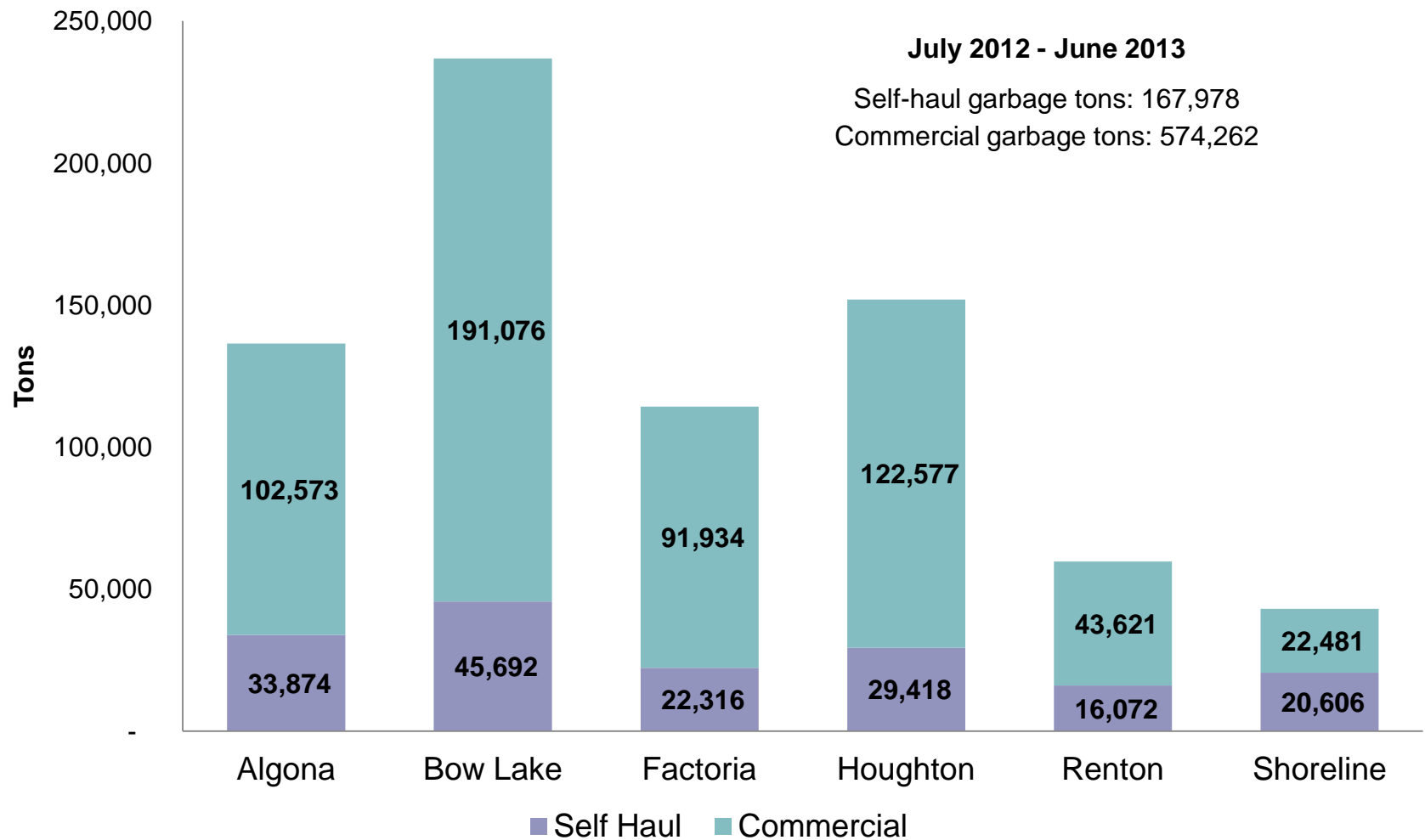
Tons & Transactions Overview



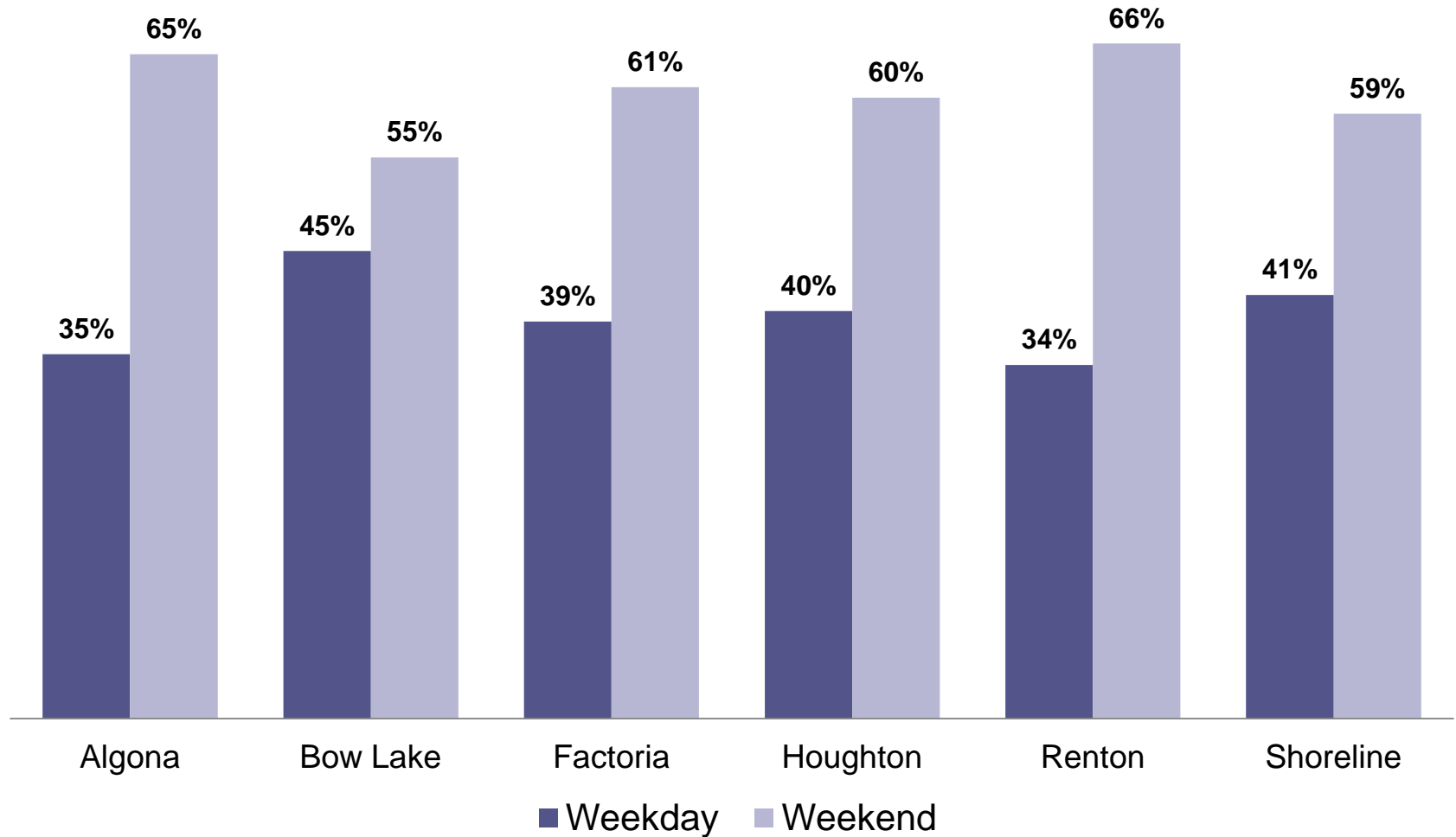
How many customers do we serve?



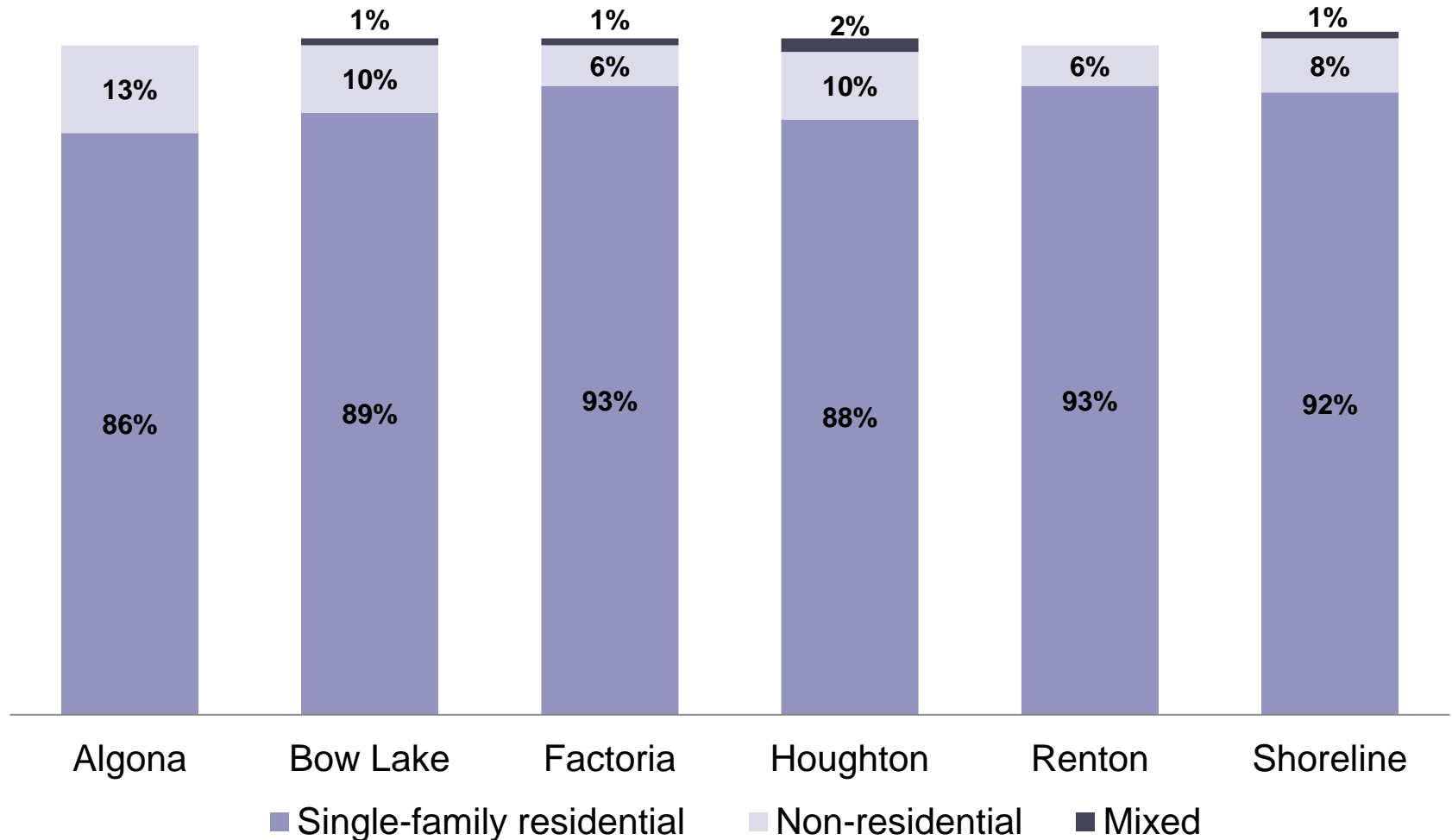
How much do they bring us?



When do self-haulers use the stations?

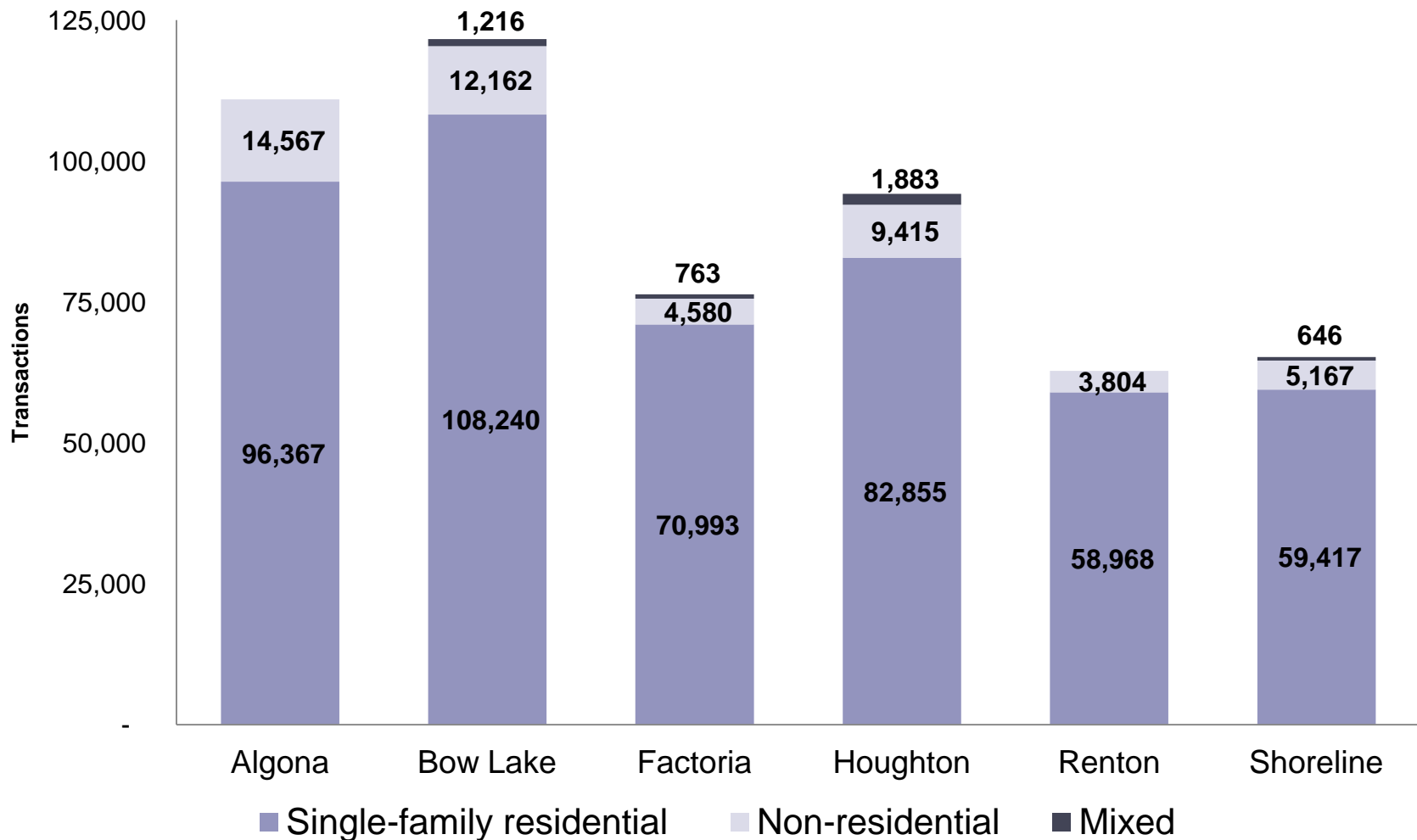


Who are these self-haulers?

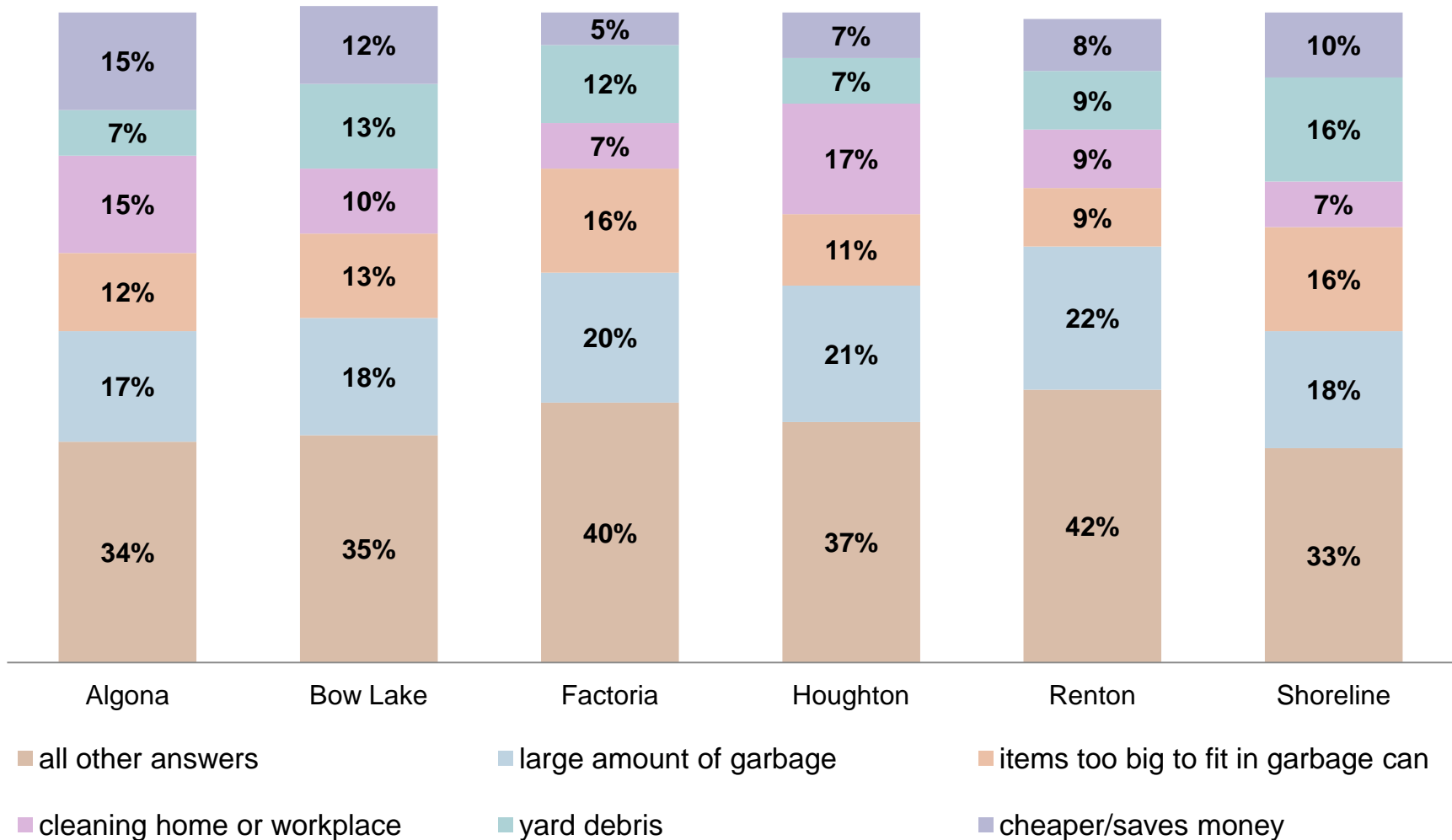


Percentages are rounded to nearest percent so do not always add to 100

How many transactions is that?

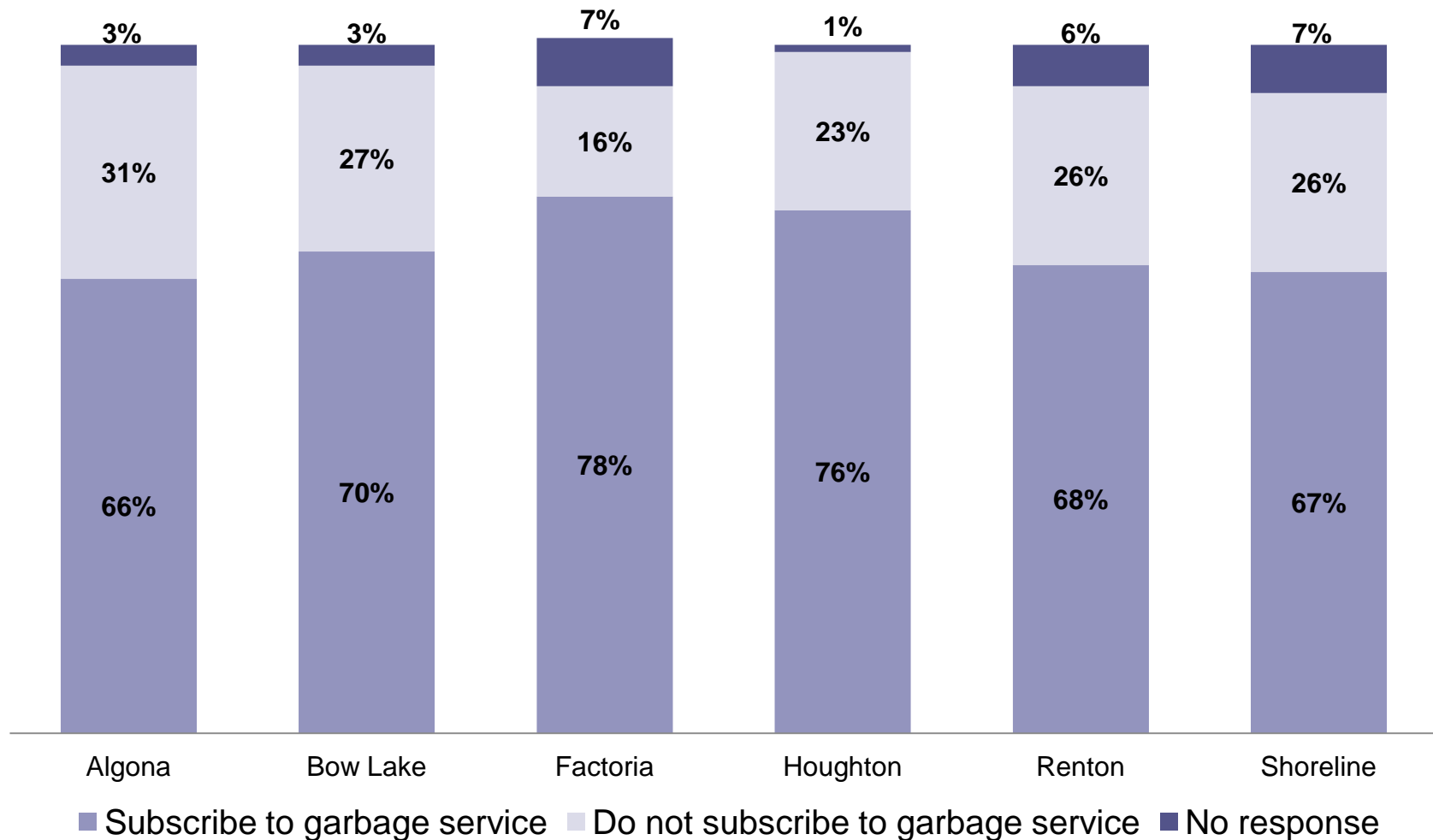


Why self-haul residential?



Percentages are rounded to nearest percent so do not always add to 100

Do self-haulers have garbage collection?



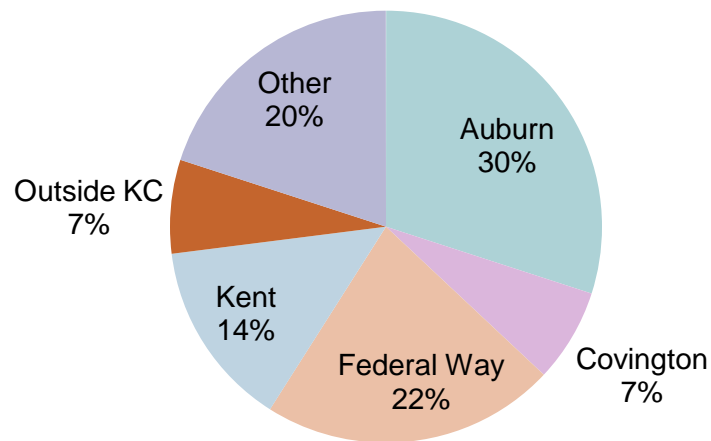
Percentages are rounded to nearest percent so do not always add to 100

Who has garbage collection?

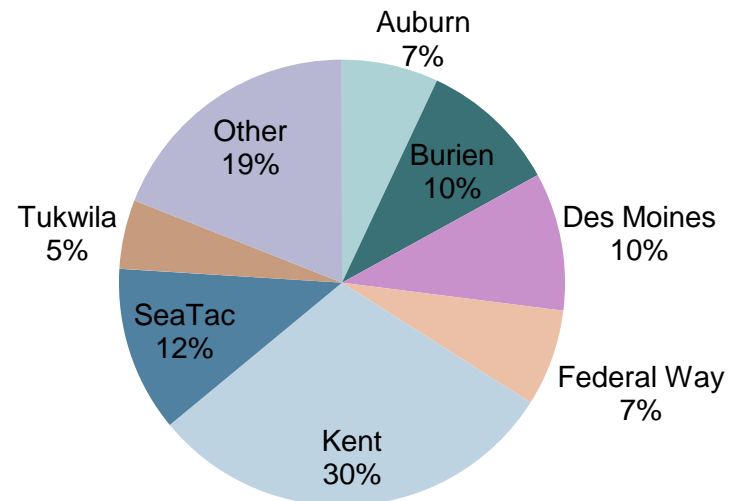
- Everyone in King County has access to garbage collection
- Garbage collection is not mandatory throughout King County
- The City of Seattle mandates garbage collection and recycling and provides self-haul service at its transfer stations
- Garbage collection is mandatory in 13 King County cities:
 - Algona
 - Auburn
 - Bothell
 - Carnation
 - Duvall
 - Enumclaw
 - Kent
 - Kirkland
 - North Bend
 - Pacific
 - Renton
 - Skykomish
 - Snoqualmie

Where do self-haulers come from?

Algona

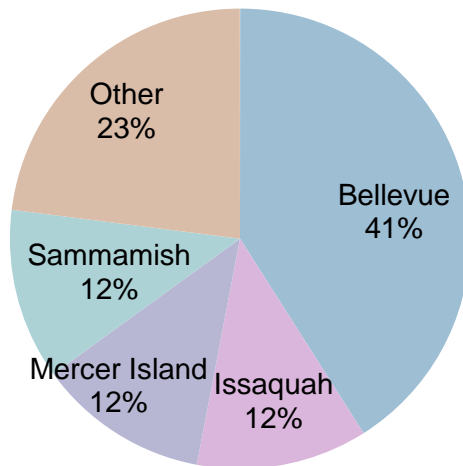


Bow Lake

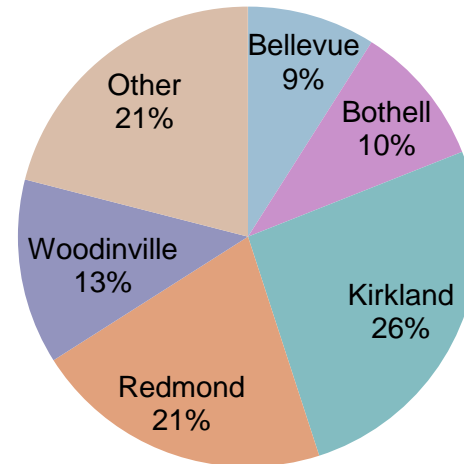


Where do self-haulers come from?

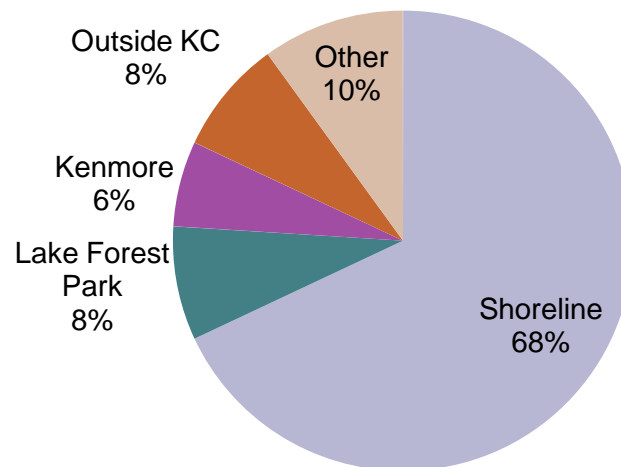
Factoria



Houghton

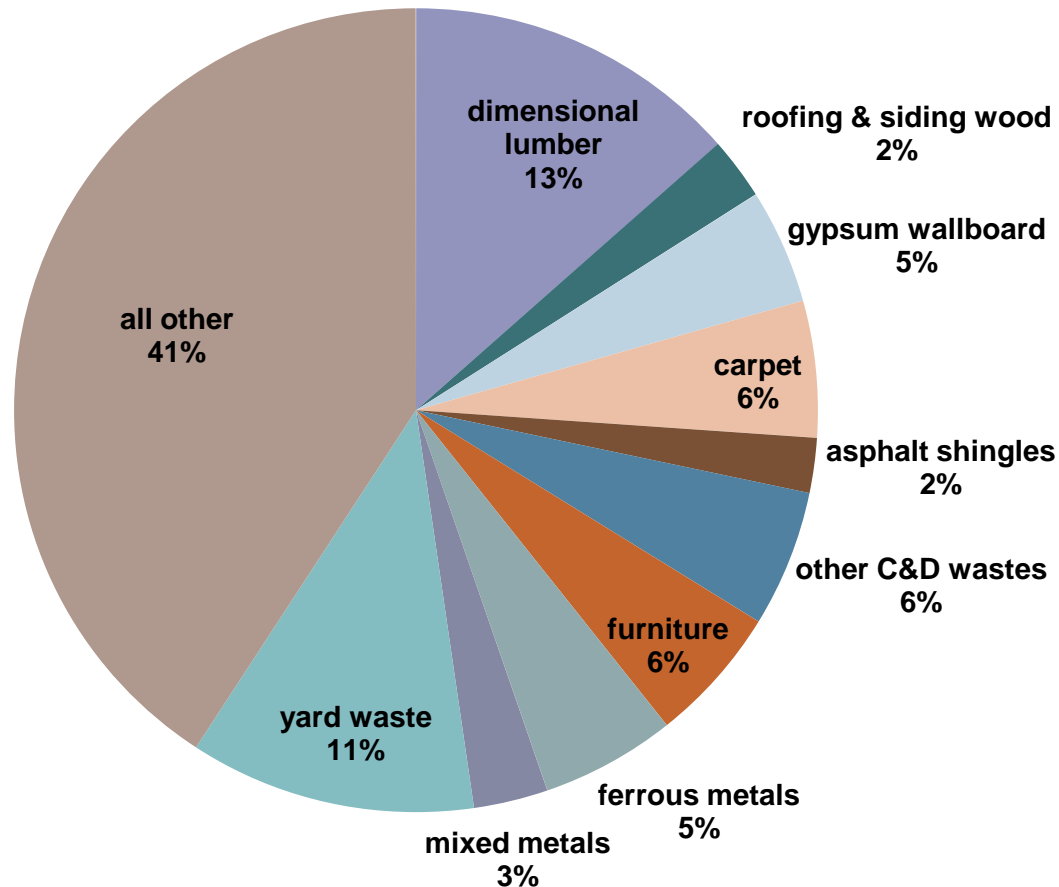


Shoreline



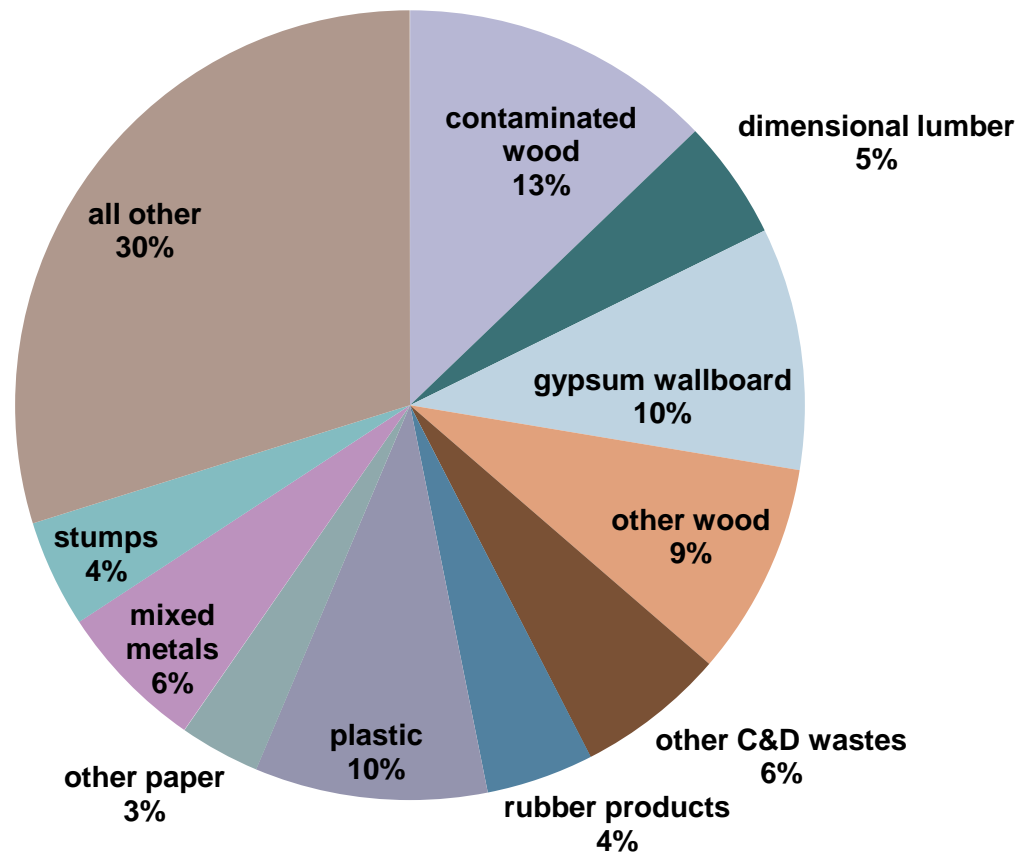
What do residential self-haulers haul?

**Residential Self-haul
10 most prevalent materials disposed**



What do business self-haulers haul?

**Business Self-haul
10 most prevalent materials disposed**



What do self-haulers pay?

- Total self-haul revenue for the last year: \$20,660,000
- About 40 percent of urban system self-haulers pay the per load minimum fee of \$22
 - Minimum fee covers the first 320 pounds
 - Pay the per ton fee for anything over 320 pounds
 - The minimum fee earned approximately \$1.4 million in additional revenue over the last year compared to charging the per ton fee

What does self-haul cost us?

- Capital
 - Construction cost ~\$6 to \$7 million per site (2018\$)
(estimated construction cost of \$44 million reduced to \$38 million)
- Operating
 - Staff ~\$500,000 to \$1,000,000 annually (2013\$)
 - Credit card fees \$258,000 (2012)
 - NSF checks \$50,000 (2012)

What if we banned or limited self-haul?

- **Cost**
 - Lower cost for new capital facilities
 - On-going operational savings
 - Revenue loss
- **Environment**
 - Illegal dumping may increase
 - Increase in traffic, fuel use and greenhouse gas emissions
- **Service**
 - Decrease in service to residents and businesses
 - Location limits would increase travel required
 - Hours limits would decrease convenience and increase wait times during available hours
 - Businesses would pass on associated cost increases to their customers and could lose business
 - Self-haul service has historically been available at all transfer stations during all operating hours and bans or limits would likely be extremely unpopular



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